

Prevention is Our Intention

Issued April 2004

Safety Partnership Group

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Safety Partnership



**Zero incidents by choice through
Partnerships for Safety...**

Safety Partnership

SUPERVISORY NEWS

In twenty-seven Supervisory Classes, 304 supervisors have been trained since that very first Feb 3rd Supervisory class.

We have received volumes of information about what is working well, and not so well, in our local construction and maintenance scene. Much information has been given to these local leaders with regard to their role in implementing, monitoring and evaluating the Safety Partnership Best Practices. We take a look at last year's fifty-one recordable injuries with an emphasis on what supervisors might do this year to reduce the number of injured workers.

Each Supervisory Class completes a Safety Attitude Survey and we are now compiling a picture of what this group of influential people thinks with respect to programs and attitudes.

There is clear feedback that the Safety Partnership Near Miss Reporting Program is not currently meeting its potential. Based on this information, the Safety Partnership will have to look at how the program has been implemented and meet with local companies to determine a plan of action to address these opportunities for improvement. I am very grateful for the enthusiasm, energy and caring attitude of these supervisors in our new class. Thank-you!

ONE DAY AT WORK



**LET'S USE ALL THE TOOLS
WE HAVE TO WORK SAFE!**

A recently formed Safety Partnership sub-committee has reviewed several aspects of the TASC card including:

1. Card design
2. TASC training in Basic Safety
3. Test questions in Basic Safety

Recommendations from this group will be presented April 13th Safety Partnership Steering meeting.

Safety Partnership REPORT CARD

As a result of a suggestion from the February Partnership Forum, we are publishing an injury report card.

February 2004	YTD
Recordables	2 6
Lost Times	0 0
First Aids	17 42
Near Misses	7 19
TRIR:	1.9 2.6



SILVER CARS LESS LIKELY TO BE INVOLVED IN ACCIDENTS

“We found a significant reduction (about 50%) in the risk of serious injury in silver cars compared with white cars”.

Avoid brown, green or black as colours for your car, if you want to reduce your risk of being in a serious accident, according to a new study.

Researchers in New Zealand have concluded that silver-coloured cars are less likely to be involved in serious accidents.

The researchers looked at the role of car colour involving more than 1,000 drivers in serious injury accidents on public roads in the Auckland area from 1998-1999. The researchers took into account other factors, including the driver's age and sex, whether they were using seatbelts, the vehicle's age, road conditions, and alcohol use.

Researchers found that while there's a strong association between car colour and accidents, they could not say whether there is a cause-and-effect relationship. The researchers speculated that silver's hue and reflective nature enhanced its safety.

Will your next car be silver?

The study was published in the *British Medical Journal*.

Bill C-45 Information

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This legislation will make organizations criminally liable:

- as a result of the actions of senior officers who oversee day-to-day operations but who may not be directors or executives;
- when officers with executive or operational authority intentionally commit, or direct employees to commit, crimes to benefit the organization;
- when officers with executive or operational authority become aware of offences being committed by other employees but do not take action to stop them; and
- when the actions of those with authority and other employees, taken as a whole, demonstrate a lack of care that constitutes criminal negligence.

The legislation also imposes a legal duty on all those who direct work, including employers, to take reasonable measures to protect employee and public safety. Reckless disregard of this duty causing death or bodily harm would result in a charge of criminal negligence.

Bill C-45 modernizes the law on the criminal liability of organizations.

The term "organization" refers to a variety of group structures, including a public body, a company or partnership.

A Plain Language Guide to Bill C-45 is available on the Department of Justice Web site at: www.canada.justice.gc.ca/en/dept/pub/c45/index.html.

To access the latest version of the legislation, please visit Canada's Parliamentary Web site at: www.parl.gc.ca

FIVE MOST DANGEROUS JOBS for TEENS

- 1) Making deliveries and driving motorized equipment such as forklifts
- 2) Working alone in retail and cash-based businesses
- 3) Product selling on the street, magazine subscriptions etc
- 4) Cooking
- 5) Construction work

This list compiled by the US National Consumers League.

In 2000, more than 160 Ontario workers age 15 to 24 lost an eye, an arm or a leg while on the job. An average of 42 young Ontario workers are injured or killed every day.

Indeed, kids are in the highest risk group for workplace accidents. And the sad fact is that most of these injuries and deaths are preventable.

2003 NEWS: In 2003, no young person under the age of 19 died as a result of a workplace tragedy in Ontario. This is a first! Hopefully it will continue. This should encourage us to target our efforts to educate young workers in their basic rights under the Act.

- 1) The right to refuse unsafe work.
- 2) The right to know about workplace hazards
- 3) The right to participate in health and safety

304 SUPERVISORS TRAINED!

Over three hundred supervisors have been trained in the new IEC Supervisory Training as of March 31. This four-hour class was designed to be interactive. We have been asked by Industry leaders to share information that has been accumulated as a result of these classes. As a result, we are looking for examples of where things have gone well with Safety Partnership Best Practices, as well

as examples where things have not gone so well. Supervisors are the communication link to more than 5000 workers locally and these classes present a great opportunity for us to capture information that will be valuable in evaluating and improving Best Practices in the future.

A Supervisory News Group will be established to keep these lines of communication open.